STATES/BRITISH COLUMBIA OIL SPILL TASK FORCE

ANNUAL REPORT

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ANNUAL REPORT

1995 ◆ 1996

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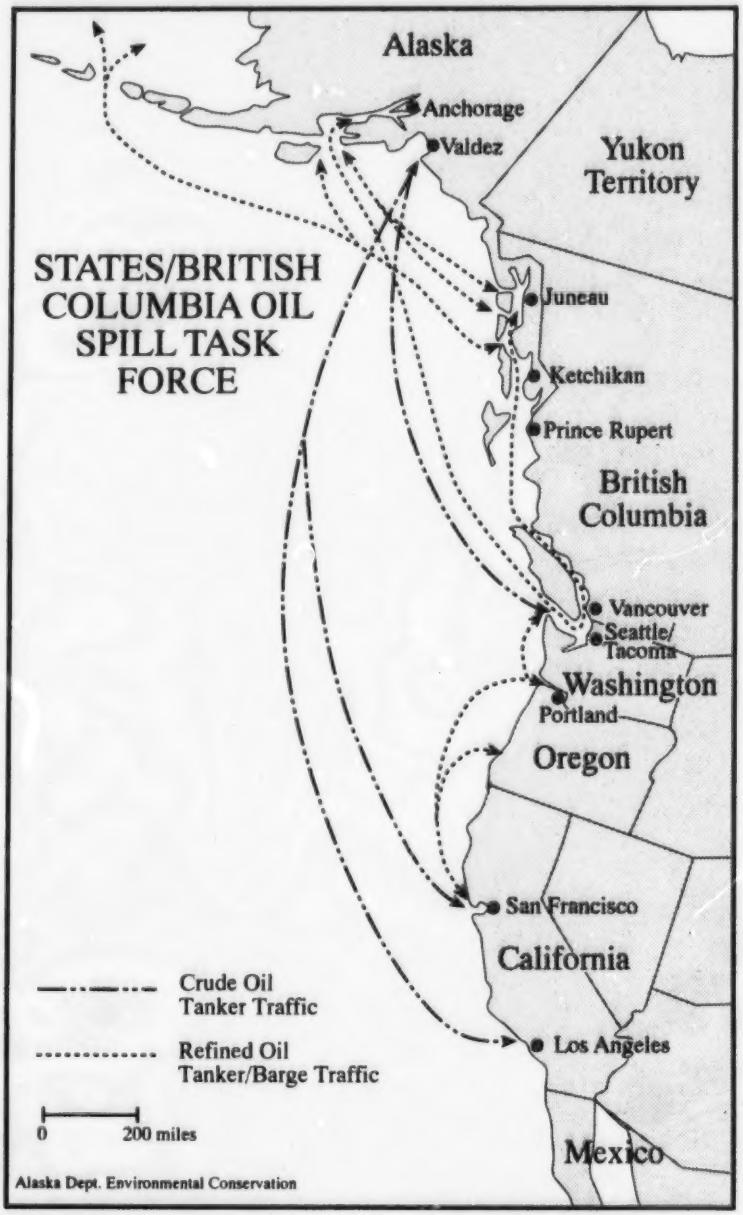
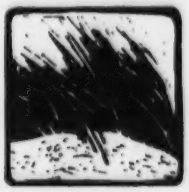


Four Pacific coast states and the Province of British Columbia have combined resources to form the States/British Columbia Oil Spill Task Force. The map shows important transboundary marine transportation routes for crude and refined oil that may potentially impact Task Force members.

PREFACE



The States/British Columbia Oil Spill Task Force was formally created by a Memorandum of Cooperation signed in 1989, following two west coast oil spill incidents: the first involved the barge *Nestucca*, which spilled oil off the coasts of Washington and British Columbia in December of 1988; the second incident was the catastrophic spill by the T/V *Exxon Valdez* in Alaska's Prince William Sound in March of 1989. These events highlighted the common concerns shared by west coast states and British Columbia related to spill risks from coastal tanker traffic routes, the need for cooperation across shared borders, and a shared zeal among west coast citizens of both the U.S. and Canada to protect their unique marine resources.

The Oil Spill Task Force published a major report in October of 1990 which included 46 joint recommendations for spill prevention and response, as well as a number of recommendations specific to each member's jurisdiction. Most of these recommendations have since been incorporated into state or provincial statutes, rules, or programs; they are also reflected in the U.S. Federal Oil Pollution Act passed in 1990 (OPA '90), and subsequently in the Canadian Shipping Act Amendments adopted in 1993.

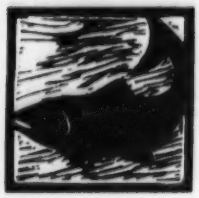
As these state/provincial and federal policies and programs are implemented, the continuing focus of the Task Force is on fostering regulatory consistency, sharing information and resources, and coordinating development and implementation of new policies and programs.

◆

This Annual Report of the States/British Columbia Oil Spill Task Force is submitted to the Premier of British Columbia and the Governors of California, Oregon, Washington, and Alaska, as well as to the citizens whom they represent. It provides information on the activities and accomplishments of the Task Force and its member jurisdictions from August 1995 through July 1996, which is the period of activity between Task Force Annual Meetings.

This Annual Report does not reflect oil spill prevention and response activities on the part of any federal agencies or industry except as may have occurred in response to or in cooperation with a Task Force or member jurisdiction initiative.

GOALS, MISSION, and OBJECTIVES



OUR MISSION:

The mission of the States/British Columbia Oil Spill Task Force is to strengthen member agency efforts to prevent, prepare for, and respond to marine oil spills on the west coast by exchanging information, sharing resources, developing a consistent approach to regulatory standards, reviewing current legislative authorizations and making recommendations for necessary changes, and advocating for our common interest on national and international issues.

OUR GOALS:

To prevent oil spills on the west coast...both large spills that occur rarely but cause catastrophic impacts, and small spills that occur daily and have an equally devastating cumulative effect.

To coordinate communication, policy development, response capabilities, prevention and preparedness initiatives, and education in order to maximize efficiency of effort; to learn from one another and share ideas and "products."

To clarify the roles and responsibilities of state and provincial agencies and federal agencies in order to reduce regulatory gaps, overlaps, and conflicts.

To advocate in national and international arenas on selected issues of common concern, earning respect through credibility, clarity of purpose, and collaboration.

To work cooperatively with federal agencies, vessel operators, the oil industry, response contractors, interest groups, and all concerned citizens to create opportunities for political and technological breakthroughs by serving as a catalyst for progressive change.

To educate the public on the impacts of oil spills and issues relating to spill prevention, response, and remediation.

To serve as a model of cooperation and coordination for the rest of North America.

OUR OBJECTIVES

Spill Prevention: To develop and encourage implementation of a model spill prevention program for both facilities and vessels.

Spill Preparedness and Response: To enhance response capabilities on the West Coast.

Communications: To improve communications within the Task Force and with the public, and improve strategies for public involvement in Task Force activities.

FROM THE EXECUTIVE COORDINATOR

As you will discover when you read through the following pages, the States/British Columbia Oil Spill Task Force and its member agencies have put a priority on efforts to prevent oil spills in our marine waters this year. They have continued to improve response efforts as well, particularly with regard to mutual aid, natural resource damage assessments, and oil spill response along the US/Canadian border.

Of great concern to our members, however, has been the issue of states' rights to regulate vessels for purposes of spill prevention and response. Section 1018 (a) of the US Oil Pollution Act of 1990 (OPA 90) expressly states that states are not preempted "...from imposing any additional liability or requirements with response to the discharge of oil or other pollution by oil within each state or any removal activities in connection with such discharge..." Nevertheless, some federal agencies and many international vessel operators are at best uncomfortable with the states' regulatory role and at worst have mounted a legal challenge to states' rights. INTERTANKO, an association of international tanker owners, filed a suit in the US District Court in Seattle last July challenging the State of Washington's Best Achievable Protection Standards for tankers. The rest of our Task Force member agencies as well as most other US states with active oil spill programs are closely monitoring the progress of this case.

This challenge to our regulatory rights may well prove to be a catalyst for intensified Task Force outreach to other US states and Canadian provinces. We have already established ourselves in an advisory capacity to states in the Northeast and have been exchanging information with representatives from the Texas spill program for several years. In addition, the British Columbia Ministry of Environment, Lands, and Parks has taken a lead in Canada as an advocate for a oil spill prevention initiative on behalf of all provincial Ministers of Environment.

From its inception, the services which the Oil Spill Task Force provides have not been limited to its membership. We provide information resources to all stakeholders, including federal agencies, concerned citizens, and the regulated industries. In addition, we function as a catalyst, encouraging both formal and informal dialogue and cooperation among these stakeholders and our members, whether on Task Force projects or in response to topics of common concern. We are also advocates for state and provincial regulatory rights and policy interests at the US and Canadian federal levels, at the international level, and to the public - an advocacy role which benefits other states and provinces as well.

One result of these efforts has been fewer catastrophic oil spills on the West Coast in the past few years, although smaller spills still occur with unfortunate regularity. The public and elected officials may be tempted to grow complacent as a result, but the need to improve spill response and prevention efforts remains at the top of our list. In order to accomplish these goals, coordination and cooperation are essential in this era of reduced resources. Reinventing the wheel agency by agency just does not make sense; neither does competition among agencies.

In the interest of our citizens who value their marine environment, the States/British Columbia Oil Spill Task Force will continue to serve as a resource to all stakeholders, a catalyst for vigilance and cooperation, and an advocate for the interests of US states and Canadian provinces.

Oil Spill Task Force Activities and Accomplishments

❑ *Spill Prevention Projects:*

Having presented our recommendations at the 1995 Annual Meeting regarding prevention of vessel and facility spills caused by human error, we began a multi-year effort focused on vessel traffic routing, pilotage, and the development of consistent and compatible information on spill events.

Ever since we began to implement the Spill Prevention Initiative outlined in our Five Year Strategic Plan, we have been frustrated by the lack of useful data on spill causes. It seems obvious that spill prevention efforts must be focused on the primary causes of oil spills in order to be effective. As a result, we are working among our Member agencies to reach agreement on standardized entries for spill event and near-miss reporting that will generate consistent, compatible, and useful information. By pooling such information, we will also have the advantage of a larger database with increased statistical significance. We will present recommendations on the standardized entries for such a reporting system at the 1996 Annual Meeting; over the next workyear we will collaborate to develop a training program which will assure consistent application of the system.

The US-flagged tankers which transport Alaskan crude along the West Coast are aging, and there is little indication of any move to construct new double hull tankers in advance of the compliance deadlines set in the Oil Pollution Act of 1990. In addition, more and more foreign-flagged tankers manned by crews which reflect varying levels of expertise, training, and knowledge are entering our waters. In response to these concerns, our vessel routing project is intended to produce recommendations on the routes which will provide the greatest margin of safety for our sensitive coastal resources. Since routing proposals are eventually adopted by the International Maritime Organization (IMO), any proposal affecting US waters must be carried to the IMO by the US Coast Guard. The US Coast Guard's report, Evaluation of Oil Tanker Routing per Section 4111(b)(7) of OPA 90, which was finally released in February, 1996, did not address the Alaskan coast, and did not recommend mandated routes or the establishment of further exclusion zones, in spite of the fact that the report itself notes that "...significant areas of offshore waters, as well as the entire shoreline, are sensitive to oil." As a result, we feel that we should go ahead with our own analysis focusing on the adequacy of

current arrangements and additional steps which may be necessary to ensure protection of our coastal resources.

The port, river, and bar pilots who serve along the West Coast play a critical role in preventing maritime accidents because they guide vessels entering our sensitive port areas and represent an initial - and sometimes only - contact with crews of foreign-flagged vessels. For this reason, Task Force members decided to review pilotage systems on the West Coast with a focus on the training and qualifications for pilots. With the advice of pilots from each jurisdiction, we developed and sent a comprehensive survey to pilotage organizations in Alaska, British Columbia, Washington, California, and Oregon. The survey results will be compiled and presented at the 1996 Annual Meeting. More stakeholders will be invited to join the project workgroup in the fall of 1996, and a report to the Members with recommendations - based on our survey and other recent pilotage studies and reports - will be developed.

In recognition of the significant cumulative effect of small oil spills, the Task Force and its member agencies continue to participate in the Pacific Oil Spill Prevention Education Team (POSPET), which is spearheaded by the Pacific States Marine Fisheries Commission FISH Habitat Education Program. POSPET brings together educators, regulators, and concerned citizens and provides coordination for programs which target prevention of small, chronic oil spills from fishing and recreational vessels and marinas.

❑ ***Spill Preparedness and Response Projects:***

A Mutual Aid Agreement was signed by Alaska, British Columbia, Washington, and California this year; Oregon will sign as soon as enabling language can be provided in administrative rule. Task Force members will also encourage other states and provinces to consider joining the Agreement, which establishes policies and procedures for expedited approval of the release of private sector spill response equipment for purposes of mutual aid.

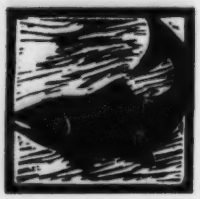
In signing the Mutual Aid Agreement, Task Force Members acknowledged that it may be necessary during a spill to expedite the transfer of response equipment under contract to contingency plan holders who might then be in violation of state or provincial standards if the equipment is removed. By adopting minimum requirements for resident non-cascadable response resources and establishing protocols which activate policies for pre-approved, temporary transfer of equipment for mutual aid, signatories to the Agreement have assured that most of the

spill response equipment on the West Coast will be available to respond rapidly in the event of a major spill.

The Task Force has also been an advocate for improving US/Canadian transboundary response systems. We have supported an amendment to the US Jones Act which was introduced in the US Senate in 1995. The amendment would allow use of Canadian spill response vessels in US waters if approved by the US On-Scene Coordinator, based on a decision that insufficient US response resources are available on a timely basis. We have also encouraged resolution of issues of redundant US/Canadian requirements for spill response contracts covering vessels transiting the Straits of Juan de Fuca pursuant to the traffic separation scheme adopted by the US and Canada for that area.

The Task Force and its member agencies submitted extensive comments on the Natural Resource Damage Assessment rule proposed by the US National Oceanographic and Atmospheric Administration (NOAA), encouraging adequate authority and systems for state trustees to assess natural resource damages following a spill. In addition, Task Force staff and representatives from its Oregon, Washington, and California member agencies have been meeting with other state and federal trustees and oil company representatives to develop consistent protocols for early damage assessment activities, if an oil spill should occur.

Over 1500 seabirds died from oiling in "mystery" spill events in Task Force jurisdictions this past winter, and the number of oiled seabirds found are probably only a fraction of the number of birds and marine mammals which were affected in the open ocean. Advanced laboratory analysis techniques do allow oil "fingerprinting," and cooperative efforts between the laboratories run by the Washington Department of Ecology, the California Department of Fish and Game, the US Coast Guard, and Environment Canada produced the following results: the oil from the British Columbia and Washington incidents was severely weathered vessel fuel oil from the same source. The Oregon and California samples also matched each other, but not the BC/Washington oil, and were also most probably weathered vessel fuel oil. Analysis ruled out the possibility that the California oil came from natural seeps. In the Alaska incident, oil samples from the bird carcasses matched fuel oil from a Panamanian-flagged freighter identified by the US Coast Guard, the MV Citrus, which was operating in the area at the time of the incident. These incidents were most likely the result of sloppy or deliberate shipboard practices that led to illegal spillage. Although these are not dramatic oil spills, we cannot ignore the cumulative environmental damage taking place. The States/British Columbia Oil Spill Task Force will continue to facilitate



prompt exchange of spill incident and laboratory analysis information among member agencies, and will contribute to aggressive enforcement of the laws against oil spills.

❑ ***Communications:***

We continued our focus on internal communications, public outreach, and public involvement. Public outreach efforts on behalf of the Task Force have been extensive. The Executive Coordinator maintains a mailing list of 600 interested persons in both the US and Canada. Not only do these people receive a Quarterly Report on Task Force activities, but they also receive notice of every Task Force and Coordinating Committee meeting. Interested stakeholders are also given an opportunity to comment on our Annual Workplan and the various project reports. As noted above, we also solicit the involvement of interested persons in our project workgroups, which meet "electronically" by phone and fax, in order to allow participation without travel costs.

Our 1995 Annual Meeting was held in San Diego, California and was attended by 75 persons from state, provincial, and federal agencies, the Marine Board, consultants, journalists, representatives from British Columbia and Alaska citizen advisory committees, environmental groups, industry, and pilot and response organizations. The program covered updates from Members as well as the US and Canadian Coast Guards, a look at relevant regulatory reform issues, pilotage, and vessel routing. Members received project reports with recommendations covering spill prevention related to human error, coordination of drills and exercises, oiled wildlife care facilities on the West Coast, use of alternative response technologies, research and development coordination efforts, and mutual aid. They also approved the 1995-1996 Annual Workplan.

The Coordinating Committee of the Task Force held its Quarterly Meetings in both Portland, Oregon and Olympia, Washington this past year. Notice of these meetings is sent to the Task Force mailing list, which includes key federal agencies, and several dozen persons have attended each meeting. These meetings primarily serve as an opportunity for information exchange and decisions relevant to implementation of our annual workplan. In addition, we invite presentations on topics of interest; at our Fall meeting for example, Scott Benton of the Texas General Land Office presented a report on efforts of the National Response Team to develop a "one-plan" contingency plan concept for regulated facilities.

The Executive Coordinator was invited to present a paper on the issue of states' rights to regulate vessels for purposes of spill prevention and

response at the Tanker '95 Conference in September. She also represented the Task Force at the Pacific Coast Management Conference, several seminars on human error and spill prevention, a natural resource damage assessment workshop, a meeting of the US Interagency Oil Spill Research & Development Coordinating Committee, and a meeting of the District 13 Regional Response Team. Besides reporting back to Member agencies on these conferences, the Coordinator also facilitates exchange of reports from agency staff persons who attend relevant conferences or seminars; in this way all Task Force agencies can benefit, even if they cannot all attend these events.

In addition to the usual requests for information or copies of Task Force reports, we have also responded to a number of requests for information and advice from other state spill programs or legislatures considering expansions of their programs. These included Rhode Island, Massachusetts, New York, Texas, and Hawaii. We expect to intensify our outreach efforts to other states and provinces in the coming year.

Also critical to our communications efforts has been our focus on submitting Task Force consensus comments on federal initiatives which would impact our programs or policies. Task Force consensus comments were submitted on US federal draft rules or proposals covering such topics as structural measures to reduce spills from single hull vessels, classification of spill response organizations, implementation of international standards for training and classification of "watchkeepers,"and natural resource damage assessments.

The Task Force budget supports continued operation of the 1-800-OILS-911 spill reporting number which is used by California, Oregon, Washington, and British Columbia to supplement spill reporting systems in those jurisdictions.

For additional information on any of the Task Force projects or efforts described in this report, please call Jean Cameron, Executive Coordinator, at (503) 229-5720 or write to the States/British Columbia Oil Spill Task Force at 811 SW 6th Ave., Portland, Oregon, 97204-1390 (FAX:(503) 229-6954).

Task Force Member Agency Activities and Accomplishments

In addition to their dedication of staff and other resources to Oil Spill Task Force projects, our Member Agencies have been involved in a wide range of initiatives in each jurisdiction as outlined below:

ALASKA:

The Division of Spill Prevention and Response, Alaska Department of Environmental Conservation (ADEC)

❑ DEC's reorganization became effective on June 1, 1995. Each DEC Division, including the Division of Spill Prevention and Response, assumed responsibility for statewide program development and implementation. The switch from a regional-office-based concept to centralized program administration has clarified lines of authority and improved the efficiency and effectiveness of the Department.

❑ DEC received 3,128 oil spill reports and 658 reports of hazardous substance spills. The Department responded to 857 oil spills and 93 hazardous substance spill reports. The Department estimates that 362,892 gallons of oil and 512,653 gallons of hazardous substances were spilled in Alaska in 1995.

❑ The statewide Spills Database was brought on-line at the beginning of FY 96. The database allows real-time tracking of spill response activity as well as accurate compilation of statistics including source, cause, volume, and product. Quarterly and annual summary reports are being distributed and are also available via DEC's home page on the Internet.

❑ A division-wide Prevention Team has been formed to develop strategies for reducing spills based on analysis of trends identified by the database. Team members meet quarterly and include emergency spill responders, industry regulators, and underground storage tank and contaminated site specialists. The team will develop recommendations on risk reduction, public outreach, technical assistance, targeted enforcement, or new legislative proposals.

❑ Spill prevention and response contingency plans have been completed for 96% of the regulated operations in the State, including twenty-two Trans-Alaska Pipeline System (TAPS) tank vessels and all noncrude tank

vessels operating in the State. The Alyeska Valdez Terminal is operating under conditional plan approval while public review of the revised plan is underway; final approval is anticipated by the end of 1996.

❑ DEC staff participated in a total of eight spill drills during FY 96 which tested the Unified Plan and draft subarea plans. Internal DEC post-exercise "lessons-learned" reports were published for the majority of these drills in order to improve future performance.

❑ Funding was approved for procurement and positioning of four additional Nearshore Response Packages in Bristol Bay, the Aleutian Islands, Kodiak Island, and Southeast Alaska. DEC staff are working with local communities to design packages which are geared to the specific needs of each area. These packages may include a high-speed response vessel or response barge, plus containment, control, and cleanup equipment designed for responding to nearshore pollution incidents. Training sessions and discharge exercises involving local responders, fishing vessels, and DEC and Coast Guard staff were conducted with the three existing packages.

❑ Response equipment packages continue to be positioned in at-risk locations throughout the state. The equipment is transported and stored in steel containers to provide for security as well as quick and easy access in an emergency. The contents of each container vary according to the particular needs and risks present in the area. Pre-positioning of equipment allows DEC responders or local trained personnel to initiate an immediate response without waiting for outside resources to arrive in remote areas.

❑ DEC is developing regulations to provide guidance to contingency planholders for meeting "best available technology" (BAT) requirements. Draft regulations will undergo public review during the summer of 1996 and adoption of final regulations is anticipated by January of 1997. BAT requirements will be applicable to all types of regulated facilities and vessels as well as to escort tugs operating in Prince William Sound.

❑ DEC requires sufficiently impermeable containment areas at all regulated facilities by January 1, 1997. Approximately 61% of the facilities are already in compliance, and the remaining facilities have either initiated action or are awaiting further guidance from the Department. DEC has prepared a "White Paper on Secondary Containment" outlining the options available to operators to comply with the requirements. DEC is also developing guidelines to further clarify ways to implement these options.

❑ DEC awarded a contract to determine the status of in-state hazardous materials release response capability. The study resulted in a detailed statewide inventory of Level A and B hazardous materials response resources, and provided recommendations for development of an effective instate hazardous materials response capability.

❑ Changes to the Unified Plan were reviewed by the State Emergency Response Commission (SERC) and approved by the Alaska Regional Response Team (ARRT). Annexes relating to radiological and hazardous materials response procedures were added, as well as personnel updates and other changes to the original plan. Subarea plans covering Cook Inlet, Southeast Alaska, and Prince William Sound are under review and final approval is anticipated in August of 1996. Plans for Kodiak, the Aleutian Islands, the North Slope, and Interior Alaska are scheduled for completion in FY 97; plans for Bristol Bay, Western Alaska, and the Northwest Arctic will be completed in FY 98.

❑ DEC continued work to identify and prioritize oil pollution research, focusing on projects that will provide the most benefit to the State. Five research topics were selected for funding:

- Biodegradation of oils in freshwater;
- Benchmarking of best practices in oil spill prevention;
- The efficacy of in-situ burning of Alaska risk oils;
- Small vessel and harbor spills from fueling operations; and
- Determining the effects of burning as an oil spill response tool.

❑ In cooperation with the Prince William Sound RCAC, Alyeska, and others, DEC has undertaken a project to assess the risk of current tanker operations in Prince William Sound (PWS). The goal of the project is to identify those elements of the PWS marine transportation system which represent the greatest oil spill risk, plus mitigation measures which most effectively reduce those risks. The project is expected to provide valuable insight into the need for improved tug escort operations.

❑ A Tug Escort Enhancement Project (EEP) is in progress to evaluate designs and establish performance requirements for the PWS tanker escorts. An initial meeting was held in March 1996 to inform the public about the project and the process being used to determine if the oil transportation industry is meeting the "best available technology" requirements. This was the first of several public forums regarding this effort. A workgroup has been established and will meet in June to prioritize and further clarify primary escort missions in PWS. Their objective is to formulate design criteria for new tugs and ultimately to

develop tug performance specifications. Workgroup members have made several trips abroad to investigate tug designs and related information.

❑ DEC has established an Interim Escort Committee consisting of industry and agency representatives to assess current tug escort operations and determine what changes are needed for the 1996/1997 and 1997/1998 winter seasons. The committee is expected to make decisions that will affect the development and construction of new tug escorts for PWS operations.

BRITISH COLUMBIA:

The Ministry of Environment, Lands and Parks

❑ The Ministry of Environment, Lands and Parks (BC Environment) works to protect people, property, and the environment from environmental hazards through its emergency program. This program undertakes emergency planning and coordination, uses trained Response Officers for oil and hazardous material response, and deploys provincial emergency teams for incidents requiring a concerted response. The Emergency Response Division was reorganized into the Enforcement and Environmental Emergency Branch with Nancy Crowe named as director.

❑ Over 3500 environmental emergencies are reported to the ministry annually; most were hazardous material spills and releases. About 30% are marine spills.

❑ Pursuant to a recommendation from the States/BC Oil Spill Task Force, an interagency coordinating committee has been established to promote cooperation among oil spill response agencies. Membership includes BC Environment, the Canadian Coast Guard, Environment Canada, Fisheries & Oceans Canada, Burrard Clean Operations, Ltd. (industry), and the Port of Vancouver. The committee meets regularly to exchange information and to discuss training, equipment, and response issues of mutual concern.

❑ In response to a strong public desire to be involved in oil spill clean up activities, the province initiated a BC Marine Oil Spill Workforce. Individuals, non-government organizations, communities, and institutes that have expressed interest in oil spill response are provided basic safety and shoreline cleanup training. Pursuant to an industry/multiagency technical review, the Canadian Coast Guard has essentially adopted BC Environment's shoreline workforce training manuals and videos for

Canada. The training package can be obtained from the Canadian Coast Guard.

❑ BC Environment supports and monitors Coast Guard (both US and Canadian) initiatives towards marine oil spill prevention, preparedness and response.

❑ BC Environment has developed an Oil Spill Response Information System (OSRIS). The computer-based system utilizes satellite imagery with video and geographically linked/mapped coastal data. To date, coastal resource and land use data have been gathered for the Southern and Northern Strait of Georgia. A Shoreline Sensitivity and Coastal Inventory Atlas for the Southern Strait of Georgia has been prepared; a second atlas for the Northern portion is in preparation.

❑ The Province of British Columbia continues to take an active role in coastal protection by encouraging the prevention of marine oil spills at both political and technical levels. BC Environment advocates for spill prevention plans from owners of both vessels and oil-handling facilities, adequate rescue/salvage tug capability at the entrance to the Juan de Fuca Strait, economic incentives, and other spill prevention measures.

CALIFORNIA:

The Office of Spill Prevention and Response (OSPR) of the California Department of Fish and Game

❑ Under California law, every marine facility and tank vessel Operator must prepare contingency plans which incorporate requirements for both spill prevention and spill response. OSPR used the experience of Washington and Alaska to develop plan requirements. Regulations became effective April 1, 1994 requiring the filing of plans with the OSPR Administrator. Currently, there are 1,008 tankers, 80 barges, 292 fixed facilities and 620 mobile transfer units affected by these requirements.

❑ OSPR addresses many local port and harbor safety issues, including tug escort requirements, through five harbor safety committees created by the California Act to improve navigational safety within the five major harbors of the state. Each of these committees is tasked with developing recommendations to the Administrator on all aspects of navigation safety and specifically on tug escorts in their respective harbors. Recommendations will subsequently be developed as regulations. Tug escort requirements for San Francisco Bay, Los Angeles/Long Beach, and

Port Hueneme harbors have been implemented as interim rules; others are pending public review of regulatory proposals.

❑ California has also issued regulations requiring preventive measures during oil transfer operations at marine terminals, or during bunkering or lightering operations, which are a chronic source of small spills. In addition, the State Lands Commission requires an oil transfer operations manual for such transfer operations at marine terminals. These regulatory actions have resulted in a declining spill rate from such operations.

❑ As a joint venture with the Los Angeles Marine Exchange, the U.S. Coast Guard and OSPR established a new Vessel Traffic Information Service (VTIS) for the ports of Los Angeles/Long Beach to prevent ship collisions of groundings. The VTIS is being expanded to include the largest offshore marine terminal on the West Coast.

❑ OSPR has coordinated a comprehensive planning structure with the U.S. Coast Guard to meet the federal mandate for Area Planning. Subjects such as environmentally sensitive or economically important areas, communications, chemical countermeasures, natural resource damage assessment, wildlife rescue, and the use of volunteers have been discussed by a number of subcommittees on which OSPR has participated over the last year.

❑ Local jurisdictions play an essential role in responding to oil spills in their immediate areas, and provide input to the Unified Command through the State representative during spill response operations. For this reason it is considered essential to have local response plans updated and exercised. A local grant program administered by OSPR has been instituted to provide finding for such purposes.

❑ California is also establishing a comprehensive wildlife rehabilitation program entitled the Wildlife Care Network. OSPR will publish requirements for responsible parties which address long-term environmental damage caused by a spill and plan requirements for wildlife rehabilitation and site restoration. In addition to regulations which require certain planning and assessment activities, OSPR has completed a series of coastal transects to determine shoreline types and habitats; this provides comprehensive baseline data for wildlife rehabilitation and ecosystem restoration.

❑ A statewide Volunteer Program was developed to standardize procedures, forms, reference materials, and resources. A comprehensive

guidance document has been published on the drills and exercises program.

❑ California law requires operators of small craft refueling docks to register with OSPR. The same law requires OSPR to develop an educational outreach program for this group to decrease the incidence of small spills. This effort is being coordinated with the "Spills Aren't Slick" campaign which the Task Force is co-sponsoring with the Pacific States Marine Fisheries Commission.

❑ In an effort to address navigation safety in the States' largest commercial ports, a comprehensive statewide vessel pilotage program is being proposed in California's Legislature. The proposed law would mandate state pilotage waters and establish certain baseline training, education, experience and qualification requirements. This program, administrated by the OSPR, would apply to all foreign flag vessels of 1600 gross tons or larger.

❑ California now has some of the strongest legal penalties for violations of oil spill laws in the nation. Criminal penalties can be levied against parties who knowingly violate certain sections of the California Act, including spill reporting and specified requirements established by the Administrator. Criminal penalties include up to one year in State prison and maximum fine of $500,000 per day. The Act also contains strict civil penalties which can be levied by the courts or in an administrative proceeding; the Administrator is currently developing regulations for such penalties.

❑ California has experienced a continual decline in marine oil spills since the passage of the California Oil Spill Prevention and Response Act. Although California has maintained a separate oil spill database to measure the effectiveness of various spill prevention programs, the system is not compatible with similar systems used by other state agencies and the US Coast Guard. For this reason, OSPR has established a multi-agency workgroup to develop a comprehensive oil spill database and reporting system. Additionally, both the Office of Oil Spill Prevention and Response and the California State Lands Commission are actively participating on the Task Force workgroup to establish system compatibility with other member states. The ultimate objective is to create a system which allows analysts to address regional problems, practices in oil transportation and transfer operations, and other trends indicating a need for refinement of prevention programs.

❑ OSPR has recently completed a comprehensive Coastal Protection Review addressing risk of oil spills from vessels and marine facilities. The Review provides specific recommendations to remedy deficiencies in identified spill prevention and response programs, and a timeline for implementation of such remedial actions. Action on these recommendations will move California's oil spill programs toward the legislatively mandated goal of Best Achievable Protection of the State's coastal and marine resources.

❑ Statutes require that OSPR coordinate with state agencies in program and regulatory development affecting oil spill preventing and response. Through cooperative efforts and joint funding, twenty-two agencies are kept informed of all aspects of program development and regulatory proposals. The State Interagency Oil Spill Committee is charged with frequent meetings and information exchange regarding regulatory proposals. This committee is currently addressing issues of regulatory reform, consistency, gaps, and overlaps.

OREGON:

Spill Management Program, Oregon Department of Environmental Quality

❑ In an effort to further enhance spill response and prevention at DEQ, all staff is now coordinated under one manager in headquarters, Laurie McCulloch. Along with one manager, the staff is consolidated by having two primary staff positions answer all spill calls during the main working hours - 8 to 5, Monday through Friday. There are eight (8) staff people in rotation to cover the calls during the evenings and weekends. In addition, there are three teams of four (4) backup staff people - one in each region. These backup people handle work overloads when necessary and make site visits if needed.

❑ DEQ continues to evaluate Facility Risk Analyses, which are the prevention measures required under DEQís facility contingency planning requirements. To date, twenty-two facility contingency plans have been reviewed.

❑ DEQ continues to work cooperatively with federal and other state agencies to develop Natural Resource Damage Assessment procedures. DEQ also participates on the industry/agency Joint Assessment Team developing pre-spill Natural Resource Damage Assessment agreements, procedures, and protocols.

❑ DEQ is a member of the core group responsible for the planning and development of a test burn for the Northwest Area In-Situ Burning policy. This may take place in the fall of 1996 off the southern Washington coast in cooperation with the Washington Department of Ecology, the US Coast Guard and the Environmental Protection Agency.

❑ DEQ continues to cooperate with the Washington Office of Marine Safety by providing office space for their field inspection office in Portland. This program provides boarding and inspections for covered vessels on the Columbia and Willamette Rivers.

❑ DEQ coordinates with and provides input to Oregon's statewide Local Emergency Planning Committee on an ongoing basis. DEQ also works with the Oregon Emergency Response System Council which helps to integrate spill response for state agencies.

❑ DEQ plans to adopt the Northwest Area Contingency Plan as Oregon's oil and hazardous materials response plan, subject to approval by our Environmental Quality Commission. There have been coordination and education meetings between DEQ and other state agency and local industry. There will be more public meetings and further coordination with local governments and response agencies. The NW Area Contingency Plan is expected to be adopted by 1997.

❑ DEQ participated in or observed the following drills and exercises during this period:

- Chevron USA, Willbridge Terminal, July 1995
- Time Oil, Linnton, September 1995
- Clean Rivers/MFSA/Owens Corning - Trumbull Asphalt, Portland/Longview, September 1995 \
- Time Oil, St. Johns Terminal, September 1995
- James River, Camas, December 1995
- James River, Wauna, January 1996
- ARCO Products & Marine, Cherry Point, WA, May 1996
- Tidewater Barge Lines, Pasco, WA, May 1996

❑ DEQ's involvement in significant events affecting waters of the state included:

- Dry-docking of the cruise ship *Star Princess* following damage to 11 fuel tanks as a result of a grounding in July, 1995;
- Cleanup oversight of a 2,000 gallon heavy oil spill from the barge *Norton* following a failed bunker operation in August, 1995;
- Repair oversight to the *M/V Balota* following an oil spill from a faulty ballast system in August, 1995;

- Response to a spill from the *M/V Esperanza* and issuance of a civil penalty for failure to clean up in September, 1995;
- Response and cleanup oversight to a spill from a submerged cargo vessel in Newport in January, 1996; and
- Oregon Flood of 1996 - reconnaissance and pickup of more than 1,500 oil and hazardous materials drums washed away during the flood, plus cleanup for two major spills caused by the flood - one in Tualatin and the other on Sauvie's Island. DEQ staff manned the FEMA DFO for seven days to help with the flood emergency in February, 1996.

❑ DEQ granted conditional approval to Tidewater Barge Lines for its oil spill contingency plan. This plan covers over 700 barge trips annually in the Columbia and Willamette rivers.

❑ DEQ continues to aid the development of spill response organizations on the Oregon coast, where commercial vessels call on Coos Bay and Yaquina Bay.

❑ DEQ researched and co-authored a report entitled "Oil Transfer Locations on the Columbia River System" with the Washington Department of Ecology and the Washington Office of Marine Safety.

❑ DEQ conducted a survey of plan holders to gauge the level of understanding and preparedness in the field of wildlife search, rescue and rehabilitation. In addition, DEQ developed a guidance manual to aid industry in developing wildlife response plans and training was provided in December, 1995.

❑ DEQ is participating on the States/BC Task Force workgroup to analyze pilotage organizations along the west coast as well as on the workgroup developing the consistent spill reporting entry recommendations.

❑ Geographic Response Plans (GRPs) for the North Oregon Coast, Tillamook Bay, Yaquina Bay, Coos Bay, and the South Oregon Coast were published in 1995. These were the first Oregon GRPs to contain protection/collection strategy maps produced by the State Service Center for Geographic Information Systems. In 1996 updates were published for Yaquina Bay and Coos Bay which contained shoreline type and wildlife resource maps. DEQ also participated in three Northwest Area Committee Geographic Response Plan workshops designed to provide plan holders a status report, propose changes, and receive feedback on recommendations to improve the GRPs.

WASHINGTON:

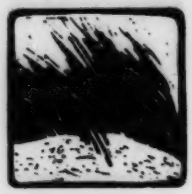
Spill Management Program, Department of Ecology

❑ The Department of Ecology's Spill Management Program oversees spill prevention and response activities for the state's 40 largest oil handling facilities, and is also the lead agency for response to environmental emergencies statewide. As mandated by the 1990 Oil and Hazardous Substance Spill Act and the 1991 Oil Prevention and Response Act, Ecology's responsibilities include four basic core areas: prevention, preparedness, response, and restoration. Ongoing activities such as technical assistance, geographic spill response planning, spill prevention facility inspections, and education and outreach will increase and then stabilize during the next biennium. The number of inspections and preparedness drills are expected to increase through 1997.

❑ Several initiatives are underway which could affect the shape and funding of the spill program. The Legislative Budget Committee has begun its review of the legislatively scheduled July 1, 1997 merger of the Office of Marine Safety with Ecology. A proposed initiative to the people will be up for a vote in November; this initiative would modify funding for spill programs and maintain the Office of Marine Safety as a separate entity. Since 1991, Oil Spill Administration Account funding to Ecology has continued to decline due to unanticipated revenue shortfalls. A funding study directed by Governor Lowry will recommend options for addressing the chronic funding shortfalls we have experienced.

❑ In addition to completing facility spill prevention plan reviews and inspections, Ecology is working on the following spill prevention issues:

- There are on-going discussions related to the potential impact of the federal Department of Transportation's delegation of the intrastate portion of the hazardous liquids pipeline safety program to the state Utilities and Transportation Commission (UTC). Ecology expects to develop an operating agreement with the UTC to provide guidance on potential questions regarding jurisdiction and facility regulation.
- Ecology is assembling a small database for tracking a broad range of information on major spills. In addition to sharing information to further spill prevention goals, Ecology will be using this database as a platform for evaluating Task Force recommendations on spill investigations/causes, and for better defining the spill program's future data needs.



❑ The in situ test burn workgroup headed by Ecology continues to work on the research portions of the application to the Environmental Protection Agency (EPA), which was submitted in May. If approved, the test burn is scheduled to take place during September of 1996 off the Washington coast.

❑ Ecology designed, conducted, and evaluated 68 spill preparedness drills and facility inspections this year.

❑ Copies of Ecology's new *Guidelines for Determining Oil Spill Volume in the Field* are now available. The document serves as the text for training workshops which have been attended by Ecology spill staff, US Coast Guard, EPA personnel, and others.

❑ A major US Coast Guard PREP drill took place on April 24-25, 1996 in Port Angeles. Considerable effort went into training participants in unified and incident command. Ecology played multiple roles in the drill, which demonstrated the very high value of a cooperative approach to managing major incidents.

❑ In 1995, Ecology's spill management program received 3,340 reports of oil or hazardous material spills and conducted 628 field responses. Other incidents and activities included:

- Response to fires in two roadbeds constructed of shredded tires; the sites are near Ilwaco in Pacific County and in Garfield County. These are relatively unique incidents; the only similar incident was in Colorado. Heat from the oxidation of steel belts appears to have initiated a spontaneous combustion process. Run-off containment and control measures were put into place. Removal action is underway at the Ilwaco site. Ecology is involved in managing the cleanups as well as sampling sediment in Grays Harbor's Baker Bay to monitor for toxic chemicals.
- Response by Ecology and US Coast Guard personnel to the tug *Omar,* which sank about a mile from shore on Lake Union. Overflights were used to determine what level of cleanup would be required, and a contractor was hired to remove oil from the tug, which was then refloated. It was the third time that the *Omar* has sunk and a federal felony arrest warrant has been issued for its owner.
- In August 1995 the state Pollution Control Hearings Board upheld a $152,000 spill penalty issued by Ecology in 1994 to the owners of the Chinese vessel *M/V An Ping 6*. According to the board's final order, the penalty was justified because of "the sensitivity of the Columbia to any discharge of oil and the potential that this spill

could have caused considerable damage to important regional resources."

❑ Ecology's spill field citation program has been a success in providing immediate feedback to responsible parties and has reduced paperwork considerably. Field citations by personnel at the scene of an incident consist of warnings and/or penalties for violation of state spill prevention and response statutes.

❑ Ecology coordinated resource damage assessments of more than $60,000 in compensation for oil spills which occurred in 1995. Another $650,000 in claims from 1994 and 1995 spill damage assessments are under development or involved in settlement negotiations. Some of these projects are described below:

- Washington's Damage Assessment Committee awarded $122,696 from the 1993 Tacoma *Nosac Forest* damage assessment to a salmon restoration project proposed by the Puyallup Tribe and the US Forest Service.
- The US Navy paid approximately $2,200 to close out a damage assessment against the aircraft carrier *Nimitz*. This settlement continues the US Navy's major effort to improve oil spill prevention, response and coordination efforts in Washington.
- Natural resource restoration remains the end goal for all oil spill damage assessments. Ecology is currently playing an integral role in overseeing expenditures for the largest damage assessment agreement in state history. In December 1994 the defendants for the Japanese fishing vessel *Tenyo Maru* agreed to pay federal, state, and tribal interests $5.2 million to restore injured natural resources damaged along Washington's outer coast in 1991. At least 100,000 gallons of oil spilled from the vessel when it collided with a Chinese freighter in heavy fog. The draft restoration plan will be available for public review during the summer of 1996.

❑ The state Natural Resource Damage Assessment (NRDA) committee will be adopting a resolution which will allow the state to give the spiller credit for oil recovered during clean-up operations. the NRDA team is considering portions of CAL-OSPR's penalty rule as a model for recovery volume estimation, documentation, and credit application procedures.

Office of Marine Safety

❑ After the *Exxon Valdez* spill in 1989 and two major spills along the Washington coast in 1988 and 1991, the Washington State Legislature passed the Oil Spill Prevention and Response Act of 1991. This

legislation created the Office of Marine Safety (OMS), established a reserve account in the event of a major oil spill, and funded other spill related activities. OMS' mission is to reduce the risk of oil spills in Washington waters by promoting safe marine transportation. The agency's programs focus specifically on improving human performance as the most effective means to prevent oil spills.

❑ OMS' Screening Program evaluates cargo and passenger vessels entering Washington waters for relative risk posed to public safety and the marine environment. The OMS Screening Program uses a database of risk-related vessel data and a risk matrix based upon expert opinion of experienced Puget Sound mariners to screen vessels. The matrix prioritizes ships for boarding and inspection by personnel in the OMS field offices. For more information, contact Laura Stratton at (360) 664-3138.

❑ OMS' Vessel Monitoring Program focuses on cargo and passenger vessels identified by the Screening Program as a high priority for boarding and inspection, tank vessels, and bunkering activities. The purpose of the program is to monitor vessels and evaluate compliance with prevention plans, contingency plans, and other state, federal, and international laws. The OMS Puget Sound field office began operating November 1, 1993, and the Columbia River field office in Portland began operating August 1, 1994. Field office staff daily board ships entering Puget Sound and the Columbia River. For more information, contact Nina Carter at (360) 664-9132.

❑ In 1995/1996 OMS developed operating and management standards for measuring the substantial risk posed by cargo and passenger vessels. These standards are based on the results of vessel boardings conducted by the OMS field offices and safety reports submitted by cargo and passenger vessels. For more information, contact Stan Norman at (360) 664-9123.

❑ The Tank Vessel Prevention Planning Program provides the best achievable protection of Washington's marine environment. In July, 1995, owners and operators of tankers and tank barges began to submit oil spill prevention plans demonstrating compliance with best achievable protection standards in (1) operating procedures, (2) personnel policies, (3) management practices, and (4) technology. For more information, contact Stan Norman at (360) 664-9123.

❑ The OMS Education and Technical Outreach Program provides timely and relevant information to both the public and the maritime community to promote informed marine safety decisions and facilitate compliance

with state oil spill prevention laws. The program identified bunkering as its first priority and worked with a technical advisory committee to develop bunkering procedures in 1994. The program also provides technical assistance and develops program materials for other OMS programs. For more information, contact Shasha Richardson at (360) 664-9126.

❑ All tank vessels and cargo and passenger vessels of 300 gross tons or greater must file oil spill contingency plans with OMS. The Contingency Planning Program is responsible for ensuring the capability for an effective response to vessel oil spills in Washington State waters. This is accomplished by reviewing and approving vessel oil spill contingency plans and evaluating drills. The Contingency Planning Program also reviews and approves primary spill response contractor applications. For more information, contact Roy Robertson at (360) 664-9122.

❑ The OMS Marine Information System contains information on ships and casualties, vessel prevention and contingency plans, agents, owners, and other relevant data. OMS is now entering world-wide data on casualties, events, and personnel into the system. The system was developed for OMS, and is on-line and available to all OMS employees. For more information, contact Megan Thomas at (360) 664-3137.

❑ Vessel incidents provide a unique opportunity to determine what went "right" and "wrong" in a particular vessel operation. OMS investigations focus on the human and organizational factors that lead to vessel incidents. Each investigation is an opportunity to develop prevention methods that may reduce the possibility of a similar incident occurring in the future. OMS investigates oil spills, groundings, fires, explosions, sinkings, collisions, allisions, losses of propulsion or steering systems, and incidents involving human error. Vessel investigations are entered in OMS' database and may be used to screen a vessel upon its next arrival into Washington waters. For more information, contact Mike Lynch at (360) 664-9121.

❑ Comprehensive prevention planning involves a high degree of interagency coordination with agencies and governments that share a responsibility for the Pacific Coast, Puget Sound, and the Columbia River. OMS works closely with the United States and Canadian Coast Guards, the Washington State Department of Ecology, the Oregon Department of Environmental Quality, British Columbia, and other West Coast states to avoid duplication of effort and maximize the use of resources on spill prevention programs. For more information about OMS' policy and planning activities, contact Stan Norman at (360) 664-9123.

KEY TASK FORCE PERSONNEL

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States/British Columbia Oil Spill Task Force

DOCUMENTS AVAILABLE FROM TASK FORCE AGENCIES

Available from:

The Oil Spill Prevention and Response Division, California Department Fish and Game
P. O. Box 944209
Sacramento, CA 94244-2090

- Report to Legislature on U.S. Coast Guard Vessel Inspection Program
- California Oil Spill Contingency Plan
- Vessel Traffic Information System for Los Angeles/Long Beach Ports
- Coastal Protection Review (1996)
- California Pilotage Study (1996)
- Evaluation of Capabilities to Respond to Large Oil Spills in California Marine Waters (4/90)
- The Feasibility of Requiring New Technology for Oil Spill Prevention and Response (Report to the Legislature)
- Oil Spill Technical Advisory Committee, 1996 Report to the Legislature
- Compendium of California Oil Spill Statutes
- Guidance Documents:
  - Local Government Contingency Plans
  - Qualified Individual Requirements
  - Availability of Response Equipment
  - Vessel of Opportunity
  - Recreational and Economically Important Areas
  - Financial or Contractual Arrangements for Response, Containment, and Cleanup
  - Public Information During A Spill
  - Incident Command System
  - Workforce Safety Training Requirements
  - Notification Requirements
  - Booming Strategies
  - Waste Disposal
  - Oiled Wildlife Care
  - Natural Resource Protection and Oil Spill Countermeasures

Available from:

The Washington Office of Marine Safety
P. O. Box 42407
Olympia, WA 98504-2407

- "Screening for Acceptable Risk: Washington State's Program for Screening Cargo and Passenger Vessels" (Update 1995)
- Bunkering Technical Advisory committee Report to OMS (5/94)

- Model Oil Spill Prevention Plan for Tankers and Sample Forms
- Model Oil Spill Prevention Plan for Tank Barges and Sample Forms
- Vessel Entry and Transits for Washington Waters (1993, 1994, 1995)
- Prevention Bulletins, Safety Advisory Bulletins
- Contingency Planning Standards
- Rescue Tug Report
- Vessel Boarding Packet
- Bunkering Information Packet
- Safe Passages, OMS's Quarterly Newsletter
- Related Rules and Regulations

Available from:

The Washington Department of Ecology
P. O. Box 47600
Olympia, WA 98504-7600

- Coastal Sensitive Areas Mapping Project Booklets (4/92):
  - Cape Flattery
  - Outer Coast
  - Strait of Juan De Fuca
  - Coastal Bays
  - San Juan Islands
  - Upper Puget Sound
  - Lower Puget Sound
- Draft Environmental Impact Statement: The Use of Dispersants as a Management Tool for Controlling Petroleum Spills (4/92)
- Washington Wildlife Rescue Plan (5/91)
- Crossing the Waters: A Study of the Water Transport of Bulk Hazardous Substances in Washington State; Final Report (3/93)
- Guidelines for Preparation and Review of Facility Oil Spill Prevention Plans (10/92)
- Spill Management; Annual Report (1995)
- Northwest Area Contingency Plan
- NW Area In Situ Burning Draft Policy and Questions & Answers
- Oil Spill Prevention Training & Certification Handbook (1993)
- Contingency Plan Review Manual and Checklist
- Guidelines to Prepare and Review of Facility Oil Spill Prevention Plan (1992)
- Approved Primary Response Contractors List
- Related Rules and Regulations

Available from:

The Alaska Department of Environmental Conservation
410 Willoughby Ave., Ste. 105
Juneau, AK 99801-1795

- State of Alaska Oil Pollution Control Statutes and Regulations, Department of Environmental Conservation, 1996
- Final Report: The T/V Exxon Valdez Oil Spill Response (3/93)
- Annual Report on the Oil and Hazardous Substances Spill Response Fund
- Industry Preparedness Program guidance documents and regulatory guidelines
- Oil Pipeline Risk Assessment, Cook Inlet, Alaska (11/93) (Belmar Management Service)
- Spill Response Program Brochure
- Spill Summaries
- Unified Plan: The Alaska Federal/State Preparedness Plan for Response to Oil and Hazardous Substance Discharges (5/94)
- In-Situ Burn Guidelines for Alaska (5/94)
- Response Training Manual
- Industry Preparedness Program Brochure
- The SPAR Division Video
- Nearshore Demonstration Project Brochure
- Investigation Report, November 10, 1995 Sailing of Oil Tanker *Kenai* from Port Valdez (May, 1996)
- White Paper on Best Available Technology (BAT), Spill Prevention and Response Strategic Approach for Alaska (June, 1996)
- White Paper on Secondary Containment; Sufficiently Impermeable Secondary Containment Systems (March, 1996)

Available from:

The British Columbia Ministry of Environment, Lands & Parks
888 Fort Street
Victoria, BC, V8V 1X4, CANADA (supply based on availability)

- Provincial Government Emergency Management: A Strategy for Response (8/92)
- B.C. Coastal Marine Facility and Operating Standards Manual (11/91)
- Guidelines for Industry Emergency Response Contingency Plans (3/92)
- Coastal Resources Oil Spill Response Atlas: Southwest Coast of Vancouver Island (8/90)

- Coastal Resources Oil Spill Response Atlas: Southern Strait of Georgia (11/93)
- BC Environment Fact Sheet: Marine Oil Spill Planning and Response (8/92)
- Waste Management Guidelines for Marine Oil Spill Response in British Columbia (2/93)
- Oiled Marine Shoreline Cleanup Training Course (5/95)
- Basic Marine Oil Spill Safety Training Course (5/95)
- Marine Oil Spill Workforce Trainers Manual (5/95)
- Spill Prevention: Report prepared for the Canadian Council of Ministers of the Environment (11/94)
- Marine Oil Spill Prevention Conference - April 4, 1995: Summary Report (7/95)
- The Double Hull Issue and Oil Spill Risk on the Pacific West Coast (7/95)
- Benefit-Cost Analysis of Expediting the Schedule for Double-Hulling Oil Tankers and Barges Operating in and near British Columbia Waters (9/95)
- Benefit-Cost Analysis of Establishing a Dedicated Rescue/Salvage Tug to Serve Canadais Southern West Coast (9/95)
- Financial Preparedness for a Major Marine Oil Spill in British Columbia (9/95)

(For more information about documents and British Columbia's Environmental Emergency Program, access the following WEB site on the Internet:
http://www.env.gov.bc.ca:80/eeeb/EEPHome/EEPHome.html)

Available from:

Emergency Response Section,
Oregon Department of Environmental Quality
811 SW Sixth Ave., 9th Floor
Portland, OR 97204-1390

- Oil Spill Contingency and Prevention Planning Review Manual (12/92)
- The Pacific Northwest Area Plan and Geographic Response Plans for Oregon (updated on an ongoing basis)
- Oregon Oil Spill Program Annual Reports
- Oil Spill Prevention Summary, Vessel/Transfer Oil Spill Prevention Work Group (12/93)
- Columbia River Bunkering Locations Workshop Summary Report (Summer 1995)
- Vessel Contingency Plan Planning Standards (7/95)

- Wildlife Search, Rescue, and Rehabilitation Guidelines (11/95)
- Oregon Administrative Rules, Chapter 340, Division 47 (Spill Planning Rules)

Available from:

The States/British Columbia Oil Spill Task Force
811 S.W. Sixth Ave.
Portland, OR 97204-1390

- Final Report of the States/British Columbia Oil Spill Task Force; Joint and Jurisdictional Recommendations for Spill Prevention and Response (10/90)
- Preventing Oil Spills: The Perspective from West Coast States and the Province of British Columbia (3/95)
- Sates/British Columbia Oil Spill Task Force Member Technology and Research Projects (list updated annually)
- 1994-1999 Strategic Plan (2/94)
- Annual Workplans (1993-1994, 1994-1995, 1995-1996, 1996-1997)
- Annual Reports (1993, 1994, 1995, 1996)
- Quarterly Reports
- 1993 Agreement re: the Marine Oil Spill Response Information System
- 1993 Agreement re: the Incident Command System for a Unified Approach to Marine Oil Spill Response
- 1993 Agreement re: a Mutual Aid Plan
- 1993 Agreement re: a Marine Oil Spill Reporting System
- 1994 Resolution re: Marine Salvage
- 1995 Report and Recommendations on Drills & Exercises
- 1995 Report and Recommendations on Alternative Response Technologies
- 1995 Evaluation Report and Recommendations on Oiled Wildlife Care Facilities
- A Comparison of West Coast Contingency Planning Requirements for Vessels and Oil Handling Facilities (1995)
- A Comparison of West Coast Oil Spill Prevention Programs for Vessels and Oil Handling Facilities (1995)
- 1995 Report and Recommendations to Prevent Marine Oil Spills Caused by Human Error
- 1996 Mutual Aid Agreement